

## Peter Cheung

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**From:** HYDERABAD-2 <Hyderabad-2@SkyFile.com>  
**Sent:** Saturday, July 07, 2018 6:15 AM  
**To:** Rohan Naik; Cherry Yung  
**Cc:** Hyderabad - Operations; BUNKERS; Suresh Prabhakar; vchartering@pnsc.com.pk; rao.khan@pnsc.com.pk; mustafa.kizilbash@pnsc.com.pk; m.zubair@pnsc.com.pk; aamir.merchant@pnsc.com.pk; vmrs@pnsc.com.pk; imtiaz.khan@pnsc.com.pk; stewart.sanjay@westernbulk.com; vbunker@pnsc.com.pk; jahangir.khan@pnsc.com.pk  
**Subject:** Re: HYDERABAD // Problems with the fuel replenished at PANAMA/Vessel Engine Breakdown  
**Attachments:** FUEL SYSTEM.rar

Dear Mr.Rohan

Your below msg/suggestions duly noted with thanks.

Pls note that vessel is dealing with acute fuel problem.

Since last 30 Hrs,vessel has steamed about 12 Hrs only including engine slow down.

Last night vessel ME was run on LSMGO for 03 Hrs without any problem,and after changing over to IFO the main engine stopped in an hours time.

The fuel pumps suction v/v are constantly behaving sluggishly in random patter.

We usually maintain viscosity between 12~13 cst. for 380 grade -Vessel is already been running on reduced RPM.

-Two purifiers are running since starting of this problem,no excessive sludge/choking of purifier or abrasive noted.

-Backwash filters are not showing any signs of blockage/obstruction,but still we are attending it on hourly basis.

-Fuel oil pressure for the Main Engine is being maintained between 7-8 bar as per operation manual.

-No fuel additive onboard.

-All fuel pumps suction v/v were found stuck in closed position when the slowdown order is activated because of excessive deviation in exhaust temperatures.

-Puncture v/v,suction v/v and fuel injector for ME unit no.1 were replaced with new and remaining were reconditioned previously or serviced for further use during this problem.

-The new fuel injectors were received/replaced in April 2018 and have completed

1350 hrs only, we did not have any issue with the previous fuel or with LSMGO as mentioned above.

-The auxiliary engines are already running on LSMGO since 4th JULY 2018, LATE NIGHT.

Pls see attached photos

Warm Regards

Capt. Aejaz Ahmed Mirajkar

Master/Hyderabad

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-- Original message --

From: Rohan Naik <rnaik@pacificbasin.com>

To: Cherry Yung <cyung@pacificbasin.com>, HYDERABAD-2

<Hyderabad-2@SkyFile.com>

Cc: Hyderabad - Operations <hyderabadops@pacificbasin.com>, BUNKERS

<Bunkers@pacificbasin.com>, Suresh Prabhakar

<sprabhakar@pacificbasin.com>

Date: Fri, 6 Jul 2018 18:25:36 +0000

Subject: HYDERABAD // Problems with the fuel replenished at  
PANAMA/Vessel Engine Breakdown

Dear Captain Mirajkar,

Thank you for the phone conversation we have just had.

We would appreciate if you could request the chief engineer to give us some photo of the fuel pump suction valves for reference.

Photo should have

photo of the valve as removed from the engine photo of a valve after cleaning (inspecting for signs of corrosion Photo of another reconditioned (overhauled) valve on board (this is for reference)

Additionally I would request you to slow steam instead of proceeding at full speed. The vessel operator Ms. Cherry will confirm this.

A few technical suggestions from my side 1. Slow steaming will reduce fuel consumption and let you run both purifiers with better efficiency 2. I have personally run purifiers with 20 minute discharge intervals when the fuel was generating a lot of sludge and choking the purifier 3. similarly if backwash filters are choking, keep backwashing them as frequently as possible 4. If you have a B&W engine keep the fuel oil pressure for the main engine close to 8 bar, this improves the performance of the suction valve 5. Please check if any fuel additive is on board, using it might help

The above 5 suggestions are for your reference, the engineers on board are the best judge on what actions should be taken.

I shall forward the Viswa Lab test report as soon as we have it. Testing is presently underway.

Regards  
Rohan Naik  
Bunker Desk

Rohan Naik | Bunker Manager, Atlantic

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See our email disclaimer at [www.pacificbasin.com/disc](http://www.pacificbasin.com/disc)  
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-----Original Message-----

From: Cherry Yung  
Sent: 06 July 2018 10:35  
To: HYDERABAD-2  
Cc: Hyderabad - Operations; BUNKERS  
Subject: RE: Re:HYDERABAD // Problems with the fuel replenished at PANAMA/Vessel Engine Breakdown

Dear Capt. Mirajkar,

Good day.

We have put the supplier on notice and will follow up for joint testing of the bunker sealed sample retained by the supplier as early as possible.

In the meantime, pls kindly advise the following for our ref.

- 1.How much was the ROB of previous bunkers on arrival Panama on 18 June and in which tank/s?
- 2.Was there any mixing of the old bunkers in the bunker tank with the new Panama bunkers?
- 3.When (date and time) did the ship start consuming Panama Bunkers?
- 4.Did they face any problem before 5th July with the Panama bunkers?
- 5.How is the condition of Purifiers and if there is excessive sludge in the Purifier?

6.What is the condition of Fuel Oil fine filters? Are they found to be getting choked more often than before 7.Vessel must keep taking photographs for any work that is being done or any spares that are being consumed 8.Vessel must collect Fuel oil samples from FO Settling and Service tank and Before and After Purifier and close them with seal. 9.How is the condition of Auxiliary Engines and if any problem is found in Auxiliary Engines also.

Pls keep us (hyderabadops@pacificbasin.com) and our bunker department (Bunkers@pacificbasin.com) informed regularly with replies on above so that we can keep give suggestions.

Best regards,  
Cherry

-----Original Message-----

From: HYDERABAD-2 [mailto:Hyderabad-2@SkyFile.com]

Sent: 06 July 2018 07:48

To: Cherry Yung; vchartering@pnsc.com.pk; vmrs@pnsc.com.pk

Cc: Hyderabad - Operations; stewart.sanjay@westernbulk.com; hsj@korealines.co.kr; tr2@korealines.co.kr; m.zubair@pnsc.com.pk; imtiaz.khan@pnsc.com.pk; mustafa.kizilbash@pnsc.com.pk; aamir.merchant@pnsc.com.pk; operations@westernbulk.com

Subject: Re:HYDERABAD // Problems with the fuel replenished at PANAMA/Vessel Engine Breakdown

Dear Cherry  
Good day

PLS NOTE THAT VESSEL STARTED FACING PROBLEM FROM THE TIME OF CHANGING OVER TO THE FUEL REPLANISHED AT PANAMA.

INITIALLY IT WAS CONSIDERED AS MINOR ISSUES A SYSTEMATIC APPROACH WAS USED AND SOMEHOW MANAGED TO CONTINUE WITHOUT ANY BRAKE DOWN.

THIS MORNING(5TH JULY) FROM 0530 HRS SMT VESSEL STARTED REDUCING RPM AND CAME TO SLOW AHEAD SPEED, UPON INVESTIGATION FOUND FUEL INJECTION WAS NOT WORKING FOR MAIN ENGINE UNIT #01, SAME WERE REPLACED WITH NEW FUEL INJECTORS AND RESUME PASSAGE.

AFTER STEAMING FOR OVER 02 HRS THE ENGINE SLOWED DOWN AGAIN AND THIS TIME FUEL PUMP SUCTION VALVE FOR UNIT #1 FUEL PUMP FOUND SLUGGISH IN OPERATION AND SOME DEPOSITS WERE ALSO FOUND IN THE VALVE,A NEW REPLACEMENT SET OF SUCTION VALVE WAS FITTED AND RESUMED PASSAGE.

IN THE MEAN TIME IT WAS NOTED THAT UNIT #2 EXHAUST TEMPERATURES STARTED FALLING AND SLOWDOWN OBSERVED, IT'S FUEL PUMP SUCTION VALVE FOUND SLUGGISH SAME REPLACED WITH SERVICED ONE AND VOYAGE RESUMED.

AGAIN AFTER ALMOST ONE AND HALF HOUR UNIT #6, SHOWED HE SAME BEHAVIOR, AGAIN THE SAME EXERCISE CARRIED OUT, AND VOYAGE RESUMED.

AT THIS MOMENT WE ARE AGAIN FACING LOW EXHAUST GAS TEMPERATURE FOR ANOTHER UNIT AND TRYING TO CLEAR THE PUMP'S SLUGGISH VALVE.

IT IS STRONGLY BELIEVED THAT THE QUALITY OF FUEL IS STEMMED AT PANAMA IS BEING COMPROMISED.

Warm Regards  
Capt. Aejaaz Ahmed Mirajkar  
Master/Hyderabad

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